

## CAR RUNS AWAY, MANY HURT.

DASHED DOWN STEEP GRADE AND IS WRECKED.

Many Killed and More Than a Score of Passengers Injured—The Brake Block Gave Way on the Hill—Struck Curve at Full Speed—Auto an Ambulance.

A closed trolley car of the Yonkers line, bound north, was smashed against a flender last evening at the base of a steep incline in Lincoln Park, a suburb of Yonkers, and a seven-months old baby was killed, several passengers were seriously injured and more than a score cut and bruised.

About fifty persons were aboard the car, filling it to its standing room capacity. Motorman Andrew V. Ulichny, when he found the car on the incline, attempted to stop it by pulling the brake block. The brake block gave way on the hill, and the car started down the hill, started to jam it on to the limit.

The handle merely whirled ineffectively in his hand. He then reversed the power, hoping to check the speed. The momentum of the heavily weighted car was so great that nothing could stop it then, and the motorman stuck to his post and prepared for the worst. He had a faint hope, he said, that the car would hold the track even at the base of the hill, where there is a sharp curve called the Horseshoe, the track after the turn nearly paralleling itself for several hundred feet. The strange feature of the accident was that nearly all the passengers were unaware of their danger, although all were startled by the high speed of the uncontrollable car.

On the enclosed front platform with the motorman was a former motorman, Orren Charlton, who said the car was making about sixty miles an hour down the grade. He also had a hope that it would take the curve without being derailed and made no attempt to save himself.

The moment the curve was reached the car plunged into the macadamized roadway and tore along 200 feet on its two left hand wheels at an angle of 45 degrees. Then it toppled on the New York road track and all the superstructure went to pieces like an eggshell. It was about 5:30 o'clock and the traffic was heavy in both directions. There were few dwellings in the neighborhood, but folks eager to help ran from every one of them. A Mrs. Toy brought bandages and somebody in the crowd that collected later stole her watch. The first of thirteen cars stalled by the wreckage on the track was emptied in a jiffy of its passengers, who went to work taking the screaming men, women and children from the tangled mass of wood and iron. More than a dozen were unconscious.

The first car that came along on the north-bound track was turned into an ambulance, William Perot of Broadway, Yonkers, speeding home in his auto, stopped and took aboard four patients. He was permitted to violate the speed law after turning his auto load over to the doctors and nurses of St. Joseph's Hospital. He dashed back again and got off another four patients.

After the police and the hospital doctors had time to make out a list of casualties they found that only one passenger had been killed, the seven-months-old child of Mrs. Barlach of 131 Nepperhan avenue, Yonkers. The mother is badly hurt about the head. John Venogrotsky of Hastings and a Mr. Shaft of Yonkers may have fractured skulls. Others who were taken to hospitals, are: Mrs. Henry Laverick of 113 Ludlow street, Yonkers, broken shoulder and collarbone; Mrs. Flannery of South Broadway, Yonkers, internal injuries; Mrs. Thomas Harding and her daughter Margaret of 67 Jayson street, Yonkers, and Mrs. Elbert Ewing of 120 Ashburton avenue, Yonkers. About fifteen of the injured were taken to St. Joseph's Hospital. The rest were taken to the hospital doctors and went to their homes.

Capt. Woodruff of the Yonkers police made an examination of the scene. He found the car and found that it was much more at the point where it had parted. The motorman said he did not know what part of the brake gear was given way, but he knew that something had parted that made it impossible for him to stop the car. Being on an open platform he jumped when the car toppled and was not hurt.

## TWO IMPORTANT TREATIES.

They Will Settle the Differences Arising Over the Panama Revolution.

WASHINGTON, Oct. 1.—Two treaties of international importance will be negotiated in the State Department within a few weeks. One will be between the United States of Colombia and the American Government and the other between Colombia and Panama; her revolutionary uprising. Since November, 1903, when Panama revolted from Colombia and declared its independence, which was quickly recognized by the United States, Colombia and Panama have had neither common nor friendly relations. The situation, for nearly three years has been precarious and embarrassing, involving not only the friendly relations between Colombia and Panama, but, more important still, the opinion of all South America concerning the intentions of this Government toward Latin-America in general.

Colombia and Panama have been brought to the point of agreeing to negotiate a treaty by the efforts of the State Department and the American diplomatic representatives in Panama and in Bogota, the capital of Colombia.

The treaty between the United States and Colombia will be an difficult to negotiate as that between the other two countries. There will be many intricate questions to dispose of in the treaty between Colombia and Panama, but both sides have already shown signs of good will toward the propositions which have been made to them that a treaty of some sort is sure to be the result.

Within a few days Señor Enrique Cortes, the new Minister of Colombia to Washington, will arrive in the United States. Mr. Cortes, the American Minister to Colombia, is here now, having come up from Cartagena with Secretary Root on the cruiser Colombia. The two diplomats will start in upon the work of preparing the treaties. Señor Othello de la Guardia, of Panama, will be back in Washington on the American conference soon and the treaty between Panama and Colombia will be negotiated.

All parties to the proposed agreements are anxious to come to an understanding. Once that understanding is reached the results will be a tremendous benefit, meaning not only improved diplomatic relations between the United States and Colombia and Panama, but beyond doubt an increase in commerce between Panama and Colombia. Following the journey of Secretary Root through South America it will be all the more beneficial to the relations of the United States with all of the nations of South America.

## Army and Navy Orders.

WASHINGTON, Oct. 1.—These army orders were issued to-day:

Second Lieut. Edward J. Cullen, Artillery Corps, is assigned to the Thirty-fourth Company, Coast Artillery.

Second Lieut. William S. Wood, Artillery, from unassigned duty at Fort Mifflin, Pa., is assigned to the Twenty-fourth Company, Coast Artillery.

Major Isaac W. Little, Quartermaster, to Governor Island, N. Y.

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First Lieut. Rudolph E. Smyser, Fourteenth Cavalry, Acting Quartermaster, from New York City to New York City.

First Lieut. William T. Westcott, Artillery, is detailed as a Captain in the Ordnance Department and will proceed to New York City.

The retirement of Capt. Edgar S. Walker, Eighth Infantry, is announced.

These navy orders were issued:

Capt. S. M. Ackley, from War College, Newport, R. I., to the battleship Oregon.

Lieutenant-Commander H. Wall, retired, to Washington for duty in Hydrographic Office.

Lieut. W. S. P. and R. A. K. to the Naval Academy, Annapolis.

Midshipman J. A. Baker, from Naval Academy, Annapolis, to Boston.

## MUTINY ON A STEAM YACHT.

One of the Crew Assaults the Captain and Is Taken to Federal Officers.

ROCHESTER, Oct. 1.—The steam yacht Norita of Detroit, owned by S. J. Murphy, Jr., a lumberman of Green Bay, Wis., arrived at Charlotte Harbor last night with a tale of mutiny that caused the local United States authorities to arrest one member of the crew. The captain, John Graham, was in a battered condition from the melee that occurred on the way back from Maine.

The yacht left Detroit a year ago and has been as far south as the Gulf of Mexico, leaving Jacksonville, Fla., last June to return north. At Rockland, Me., two sailors were hired. Both were found to be ugly tempered and soon sought to foment trouble. One of them was put ashore at Halifax, but the other, John Levett, was retained on the premises.

Friday night Levett was reprimanded by Capt. Graham for sleeping while on the watch. He responded by striking the captain, but was thrown overboard. The captain started to go to his cabin to get a revolver and was struck again. Levett then fled to the upper deck. When the captain came out of the hold Levett kicked him in the face, breaking his jaw and causing him to fall insensible down the hatchway.

Friday, the owner, by this time had procured a revolver and drove Levett into a cabin, where he was kept until port was reached, when he was turned over to the Federal authorities.

## SIR THOMAS AT NEW YORK Y. C.

Will Leave for Chicago Without Settling About Cup Challenge.

Sir Thomas Lipton spent most of the day yesterday at the Waldorf-Astoria. He had business to attend to and had many calls from friends. In the evening he went to the New York Yacht Club and dined with R. A. C. Smith and a few of the members of the club and he spent most of the evening at the clubhouse chatting with members.

Norwich, the officers of the club was in the building, and so Sir Thomas was not able to approach the subject of a challenge with any of them. He has talked, though, with many yachtsmen and has decided to go ahead in the matter.

Sir Thomas Lipton, Col. Neill and the rest of his party will go to Chicago this afternoon on the 5:30 o'clock train, and while in Chicago he will be welcomed at the Chicago Athletic Club, and on Saturday a big regatta in which yachts of all the Chicago clubs are to take part will be sailed.

Sir Thomas expects to remain in Chicago about a week, and says that when he returns to New York he will arrange for a conference with leading members of the New York Yacht Club and talk with them about the challenge.

He found out just what the club will do and where he stands. Sir Thomas believes from what he has learned since he has been here that things can be arranged satisfactorily to both sides and that there will be another race for the America's Cup in the near future.

## ARKANSAS AFTER THE PACKERS.

State Seeks to Collect \$200,000 in Fines Under Anti-Trust Law.

CHICAGO, Oct. 1.—Robert L. Rodgers, Attorney-General of the State of Arkansas, and his assistants, J. E. Bradshaw and James H. Stevenson, started an investigation to-day in this city which may result in the collection of \$200,000 in fines from the packing houses of Chicago.

More than fifty persons have been summoned to testify about the operation of a packers' trust in Arkansas.

It is charged by the legal representatives of Arkansas that the firms of Armour & Co., Swift & Co., the Cudahy Packing Company and the G. H. Hammond Company violated the anti-trust laws of that State for the last six months of the year 1905.

The suits that have been started are for the purpose of collecting a minimum fine of \$200,000 from each of the big packing companies doing business in Arkansas.

## GUNBOAT LEFT HIGH AND DRY.

Gloucester Carried a Third of a Mile Inland, Clear Over Pensacola Yard.

WASHINGTON, Oct. 1.—For nearly two whole days during the recent storm which swept the Gulf of Mexico the navy yard at Pensacola had bearing on it a gale which at one time reached 100 miles an hour, and for the whole time averaged almost seventy-five miles an hour.

The water swept up from the sea like an enormous tide, covered the yard eight feet deep, engulfing everything, destroying at least one building totally and pushing up the floors.

The most remarkable thing was the way the gunboat Gloucester was swept ashore, and if the details were not official they would be hard to believe.

The Gloucester was moored in what is known as the drydock basin. She is a good sized boat, having a displacement of 800 tons. The gunboat was carried a third of a mile clear across the Government reservation. She jumped a twelve foot wall which surrounded the yard and is now outside between Colombia and Panama.

The Vixen was driven high and dry from where she was lying off the yard, and in one place she was carried a third of a mile from the sea.

The big wooden drydock, purchased in the Spanish war, was smashed to pieces and will be of no use. One of the best pieces of news is that the steel drydock, which the navy took from Spain in the war, is not much damaged.

MOBILE, Ala., Oct. 1.—A heavy rain which began here this morning has caused additional damage amounting to the roof of the city hospital building and the stocks of several stores were ruined. In the city hall the Mayor was compelled to wear his hat and direct relief work with the rain falling through the roof.

The people of Mobile were much disturbed by the storm. The houses were blown down and tropical hurricane, now approaching the Yucatan Channel from the east, is coming this way. The information from the weather bureau is that the storm is given out by the College of Jesuits in Havana, the same source from which the warning of the last storm came.

The Gulf coast is now estimated at 102. The property damage cannot be estimated, but reports indicate that it will amount to \$10,000,000.

## Movements of Naval Vessels.

WASHINGTON, Oct. 1.—The battleship Texas has arrived at Hampton Roads, the cruiser Chattanooga at Pagoda anchorage, the cruiser Columbia at Hampton Roads, the cruiser Mayflower at Oyster Bay, the battleship Kentucky at Havana, the gunboat Queros at Shanghai, the gunboat Paducah at Santo Domingo City, the gunboat Duquesne at San Juan, the destroyer Bainbridge and Barry at Pagoda anchorage, the destroyer Lawrence and Hopkins at Newport, the yacht Sylph at Washington, the tug Rocket at Norfolk and the collier Brutus at Colombo.

The battleship Ohio has sailed from Cavite for Colombo, the cruiser Chicago, the gunboat Princeton and the destroyer Preble from San Francisco for San Pedro de Macoris, the gunboat Havana for Cienfuegos, the cruiser Des Moines from Havana for Santiago, the cruisers West Virginia and Pennsylvania from Naples for Piraeus, the cruiser Maryland and Colorado from Palermo for Piraeus, the cruiser Charleston from Panama for San Francisco, the supply ship Glacier from Jaffa for Naples, the transport Prairie from Boston for Havana, the transport Dixie for Monte Cristi for San Juan, the tug Unos from target ground for duty in Hydrographic Office, the tug W. S. P. and R. A. K. to the Naval Academy, Annapolis.

Midshipman J. A. Baker, from Naval Academy, Annapolis, to Boston.

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## FOUR ALPINE CLIMBERS KILLED.

Special Cable Despatch to THE SUN.

CHICAGO, Oct. 1.—The mutilated bodies of four Alpine tourists have been found on the Plan Neve Glacier, at the base of the precipitous mountain Dent de Morcles, which is 9,855 feet high.

As three parties, each numbering four persons, are known to have been climbing in that neighborhood on September 30 and none of them has yet been accounted for, the identity of those who perished is uncertain. It is believed, however, that the victims were Swiss students who started without a guide and laughed at the warnings of experienced climbers.

The indications are that one of the parties slipped in a dangerous place and dragged the others by the ropes attached to all the members of the party. All slid for fifty yards down an ice slope and then fell 2,400 feet sheer upon the glacier. The bodies were smashed. Every large bone was broken and blood was scattered in all directions. The corpses were frozen in the attitudes in which the victims fell.

## PEASANTS BEATEN TO DEATH.

Terrible Killing by Cossacks of These Afterward Proved Innocent.

Special Cable Despatch to THE SUN.

ODERSSA, Oct. 1.—Ninety-seven peasants were arraigned at Kheron to-day charged with ravaging the estate of ex-Minister Kriovshin. The evidence revealed that the district governor, who arrived on the station, seized all the peasants supposed to have participated and instructed a priest to administer the last sacrament to them. He then ordered the Cossacks to beat the prisoners to death.

The Cossacks immediately set to work, and during four hours the place was a scene of horror. Twenty-three peasants were killed and 180 shockingly injured. The Cossacks were compelled to cease through exhaustion, but they forced the peasants to continue the fogging. Many were thus forced to torture their fathers, sons or brothers.

Eventually it was found that all the victims were innocent, the real culprits having fled before the Cossacks arrived.

## American Minister Reaches Fez.

Special Cable Despatch to THE SUN.

TANGIER, Oct. 1.—Mr. Gummere, the American Minister, arrived at Fez on Saturday. A large body of troops was drawn up in his honor. All the Europeans went out to meet him.

## SOCIALISTS HISS HEARST.

Call Him a Fence Straddling Demagogue at Kallich Theatre Meeting.

At a Socialistic meeting, which filled the Kallich Theatre on the Bowery to overflowing last night, the Republican and Democratic parties were denounced and the name of Hearst was hissed and ridiculed as that of a fence straddling demagogue. The campaign of Morris Hillquit for Congress from the Third district was incidentally begun. A liberal sprinkling of women through the audience gave the meeting the appearance rather of a concert or a lecture than of a political demonstration.

Algermon Lee, editor of the Worker, called the meeting to order to an accompaniment of "The Internationale." He called attention to the importance of the workingmen's vote of the East Side. The awakening of the East Side meant, he said, the awakening of the nation, and the arousing of the socialistic spirit throughout the world.

Hugh O. Pentecost aroused the enthusiasm of the audience by denouncing Christian civilization. It had resulted, he said, in the ignorance of the masses, in crimes against the common people, child slavery and degradation of labor. The Republican and Democratic parties were committed to the present system of capitalism and no workingman who was not a lunatic could vote their ticket. Five thousand socialistic votes, he declared, had gone to Hearst in the last election, and that district they would be cast against him this time.

A letter from Maxim Gorky was read by Abraham Cahan in Russian, English and Yiddish. Mr. Hillquit, the candidate for Congress from the Third district, described Mr. Hearst as a colossal straddling the Independent League and the Democratic party, and with an uneasy foot in both. To cover the weakness of his foundations Mr. Hearst was crying to his adherents to look to the Independent League and the Democratic party.

Mr. Hillquit asked how any man could get the support of two parties, one calling for municipal ownership and the other denouncing it. Tammany and the Independent League were equally opposed to socialism and should get no sympathy from the Socialist. The landing of a Socialist in the next election would be the great triumph of socialistic movement and the Ninth Congressional district should see the fact.

## ARTIST SHOTS HIMSELF.

Suicide of John Carlton Baker of the New York Herald.

John Carlton Baker, manager of the art department of the Herald, committed suicide last night by shooting himself in the head at his home, 410 Central Park West. His friends could assign no reason for his act except that he had been worrying for a year past over the illness of his wife.

Mr. Baker went to his home from work at 10 o'clock. When he got there he found the house turned upside down and the furniture and decorations. The sofa was piled full of furniture and pictures and he complained that he couldn't find a place to lie down. He went to his bedroom, where his revolver, walked back into the room where his wife was and sent a bullet into his right temple. He was 38 years old and of a Southern family.

## SETTLING UP SAGE LEGACIES.

Indians Heirs Sign Final Papers That Secure Them \$50,000 Each.

COLUMBUS, Ind., Oct. 1.—New York attorneys representing the Russell Sage estate to-day called upon Mrs. Emily Sawdick of Odell, Ill., who is in this city visiting her son, R. E. Chickwick, to have her sign the final papers which give her the \$50,000 she gets from the fortune left by her uncle, the late Russell Sage.

Mrs. Chadwick's father was Elishur W. Sage. Mrs. Chadwick saw her benefactor but once. In 1881 she called at his home in Odell city. Her husband, R. E. Chickwick, was then a young man, and she was 160 and since that time she has lived off a pension of \$12 a month.

Mrs. Chadwick's brother, Elishur Sage of Russell, Ind., was visited by the attorneys to-day and a settlement was effected.

## Standard Oil Boilermakers' Strike Compromised.

CHICAGO, Oct. 1.—After a celebration in which the whole town of Whiting, Ind., joined 300 boilermakers to-day returned to work at the plant of the Standard Oil Company. This ended the strike which ten days ago took 2,000 employees from their places. The company and the men compromised, the men wanted 40 cents an hour and accepted 37 1/2 cents.

Assistant U. S. Attorney Resigns.

Arthur M. King, assistant United States Attorney in this district, resigned yesterday to work at a plant of the Standard Oil Company. He had been in the law office for two years and was at the head of the law and equity division. He was appointed by President McKinley.

## CENTRAL NEW YORK FOR HUGHES.

All the Republicans and Many Democrats Will Work and Vote for Him.

UTICA, Oct. 1.—If the candidacy of Charles E. Hughes appeals to the farmers of the remainder of the State with anything like the favor that it has won from those in the counties in central New York the Republican nominee will receive the biggest majority registered in recent campaigns. And the sentiment in central New York is usually taken as a good indication of the feeling among the State as a whole.

The Utica Dairy Board of Trade comprises cheese buyers and sellers of Oneida; Herkimer, Madison and other counties in central New York, and meets at Biggs Hotel every Monday afternoon to transact the business of the trade and to talk politics. These men, from the nature of their business, which causes them to mingle with other farmers at home, have good opportunities to judge of the prevailing sentiment.

"I am for Hughes," said Calvin G. Babcock of Newport, Herkimer county, "because I regard him as the best man. I am not a party man and have never mixed in politics. But Hughes' record is good and he will be supported by the farmers on that account."

E. G. Jones of Glenmore, Oneida county, said: "I am a Democrat, but don't like the way things were run at the Buffalo convention. I shall vote for Hughes."

August True of Stockbridge, Madison county, is a Democrat, but cannot stand for Hearst. "I don't think Hearst is a genuine Democrat," he said. "Donnell of Deerfield, Oneida county, reported that Hughes was far in the lead out here."

"I am for Hughes," said T. W. Jones of Holland Patent. "All the Republicans in our district are strongly for him. I have heard of some Democrats who are out for him, too."

E. W. Perry of Steuben had yet to hear of a Republican who would not vote and work for Hughes enthusiastically.

These reports are the result of scores of Republicans and Democrats at attendance at today's dairy board meeting who declared that sentiment in their various communities was strongly for Hughes.

## AGAINST THE FRAUD CANDIDATE.

Prominent Democrats in Jefferson County Bolt the Buffalo Ticket.

WATERTOWN, Oct. 1.—Floyd L. Carlisle, brother of former State Committee member John N. Carlisle, in discussing the political situation to-day, made the statement that he believed the candidate for Governor in this county would exceed the vote which William Hearst will poll. Mr. Carlisle says that he finds prominent Democrats all over the county who will not support the Hearst ticket. The withdrawal of several of the candidates on Hearst's dummy ticket has stirred much of the county with the Independent League and they will not now support Hearst.

Billiard Tourney Here.

National Association Decides to Hold Championship at Liederkranz Club.

Amateur billiard players will meet at the Liederkranz Club to decide the national championship this year. This was the vote of the members of the National Association of Amateur Billiard Players last night at the Amateur meeting held in the rooms of the Liederkranz Club, Fifty-eighth street and Park avenue. President Frank J. Howell of the Chicago Athletic Association, who presided over the meeting, declared that the history of the amateur game. At the opening of the meeting delegates from several other organizations put forth claims, but after the pulse of the assemblage upon the subject all prospective applications were withdrawn and the tournament was voted to the Liederkranz Club unanimously.

The championship tourney or early in March, the date to be decided upon later by the joint committees of the national association and that of the Liederkranz Club. All of the details of the tournament will be in the hands of the national association. This committee consists of J. Ferdinand Poggenburg, chairman; Dr. L. L. Mial, Dr. A. Miller, Edward W. Gardner, Charles S. Norris, David J. Burtis and President Howell, ex officio.

The matches will be 300 points at 14.2 ball line billiards and will be held in the large concert hall of the Liederkranz Club. No admission will be charged, but all members of recognized clubs will be admitted on presentation of card.

There was some discussion as to the holding of a national class B championship in November or December and also a Metropolitan meeting. The arrangement for these tournaments was left to the committee with full power to act. An application of the Chicago Athletic Association to hold the class A championship of the middle West during the last two weeks of November was granted.

## AMONG THE AUTOMOBILISTS.

JOE TRACY KEEPS UP HIS GOOD WORK IN PRACTICE.

Makes Two Rounds of Cup Course Each Well Under 30 Minutes—Dursy Also Makes Fast Trip—Arrangements for Big Race Will Be Made To-morrow.

In spite of the fact that it was very chilly yesterday morning there was quite a gathering of enthusiasts at Krug's to watch the racing cars entered for the Vanderbilt cup race make their practice spins between 5 and 7 o'clock. There was an unusually large number of hatless young women out yesterday, a great many of whom came on bicycles, and the fact that the majority had very red noses and ears as a result of the biting wind did not appear to bother them very much. Drivers who drove slowly enough to have time to notice said that there were crowds of from 100 to 150 persons at each of the different turns on the 2.71 mile course. The "hairpin" turn at Old Westbury had the largest crowd of any place except Krug's, as it has the hardest name of any of the turns.

The road surface there was very bad yesterday, and M. Archer of the Automobile Club of America said after the practice was over that he had been amazed at the skill displayed by the drivers in rounding the curve at that point. He said that he had seen the next car to put in an appearance, though Mr. Shepard was not at the wheel, as he was slightly indisposed. It was driven around the course three times by "Baby" Lehmann, Mr. Shepard's mechanic, who had J. Mann of the Hotchkiss firm with him in the mechanic's seat. His first two rounds were made in 41 and 37 minutes, respectively, but the third round was made in 30 minutes, about one hundred yards ahead of the Italian driver. After a brief visit to his cottage at Mineola Heath made another round of the course in 36 1/2 minutes. Albert Clement made one round of the course with the car that won third place in the Grand Prix last June, completing the journey in 45 minutes. He swung around onto the Jericho turnpike but came back under that road later without finishing a second round.

The Fiat drivers, Lancia, Nazzaro and Dr. Aldo Willechott, made a leisurely round in a touring car. Jenatny made one round with Robert Graves' Mercedes in 29 1/2 minutes. Time has been made in 29 1/2 minutes by J. Mann and his 80 horse-power Locomobile. He made three rounds of the course from his quarters at Lakeville, but his time was taken only for the two complete rounds from Krug's, where he completed his third round in 29 1/2 minutes. In his practice driving since the elimination trials, Tracy has blossomed out as a time annihilator of a high order. He makes the turn with all of the ease and precision of a general officer among the troops, but lately he has sent his car along with much of the abandon which has heretofore been displayed only by pilots of the various foreign machines. Dursy, still without a number on his big red Lorraine-Dietrich, made one round in 30 minutes. S. B. Stevens of Rome, N. Y., was on the course before a o'clock with the 80 horse-power Darracq which Henry drove last October when he won the Vanderbilt cup race. Harry Payne Whitney was also out with the Braiser that competed in the Grand Prix last June.

Today's practice will be the last indulged in by many of the foreign car candidates, and predictions were freely made by the knowing ones yesterday that there would be some hair raising races this morning if the weather and crowd conditions permitted high speed. There is considerable jealousy among some of the foreign drivers regarding the time they have made in their practice and it is likely that a new course record will be made during the practice hours this morning. The three Fiat racers were the first to appear to-day after the practice and put in the fastest possible condition for Saturday's race. It is possible that each one will be sent over the course once on Thursday morning to adjust the working property and make any adjusting. Louis Wagner of the French team is expected to make his first appearance this morning, driving the 80 horse-power Darracq, with which Lancia was second to Dursy in the Ardennes circuit last year. Wagner has also brought the racer that he used in the same contest, for use in case of accident or emergency. There seems to be quite a general opinion among the attaches of the different foreign camps that Wagner is quite likely to make the fastest round in the cup race on Saturday, providing no accident overtakes him. Wagner has expressed himself as perfectly satisfied with the course and said the only improvement he would suggest would be the addition of a number of sharp turns. Like the racer that

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